



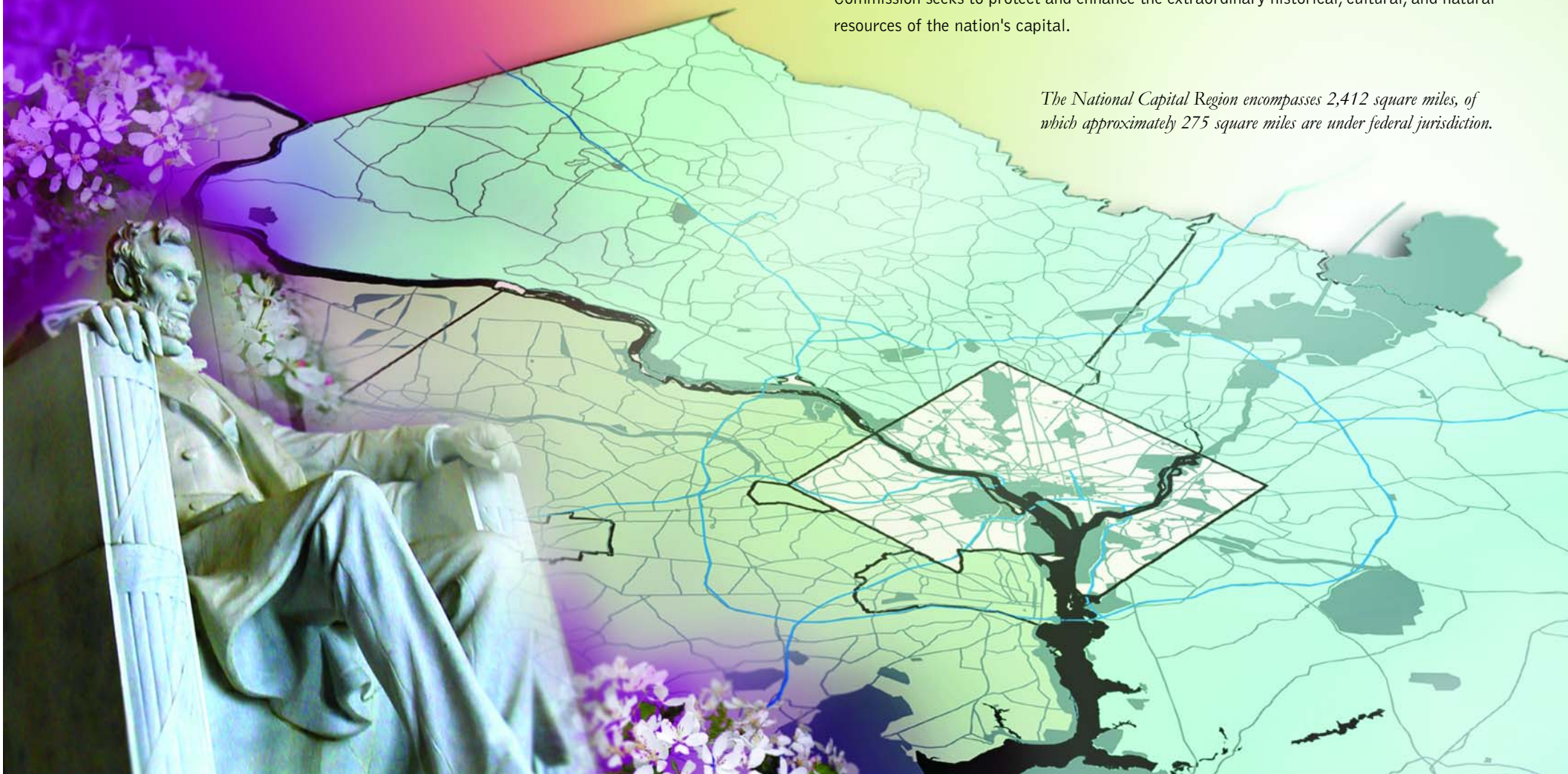
National Capital Planning Commission

Planning America's Capital

The National Capital Planning Commission is the federal planning agency responsible for preserving the unique beauty and historic urban design that have made Washington one of the most admired capital cities in the world. The Commission provides overall planning guidance for federal land and buildings in the National Capital Region, which includes the District of Columbia and the surrounding counties in Maryland and Virginia.

Through its planning policies and review of development proposals, the 12-member Commission seeks to protect and enhance the extraordinary historical, cultural, and natural resources of the nation's capital.

The National Capital Region encompasses 2,412 square miles, of which approximately 275 square miles are under federal jurisdiction.





Theme 1

Building on the legacy of the historic L'Enfant and McMillan plans, which are the foundation of modern Washington



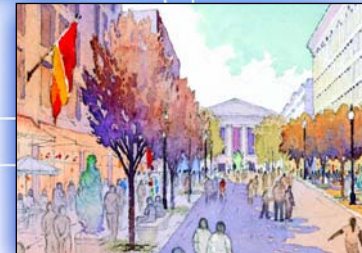
Extending the Legacy

NCPC's 1997 *Extending the Legacy* plan is the third act in Washington's continuing tradition of planning and urban design, and like the great L'Enfant and McMillan plans before it, *Legacy* offers bold proposals for future development. The plan preserves the historic character and open space of Washington's Monumental Core while accommodating growth and meeting the 21st century needs of the federal establishment. It creates opportunities for museums, memorials, and federal office buildings in all quadrants of the city, expands the reach of public transit, and eliminates obsolete freeways, bridges, and railroad tracks that fragment the city. *Legacy* reclaims Washington's 22 miles of historic waterfront for public enjoyment, and adds parks, plazas and other urban amenities.



Theme 2

Unifying the city and Monumental Core with the U.S. Capitol as the center



Theme 3

Using new memorials, museums, and other public buildings to stimulate economic development



Theme 4

Integrating the Potomac and Anacostia rivers into the city's public life and protecting the Mall and its historic landscape from future building



Theme 5

Developing a comprehensive, flexible, and convenient transportation system that eliminates barriers and eases movement within the city

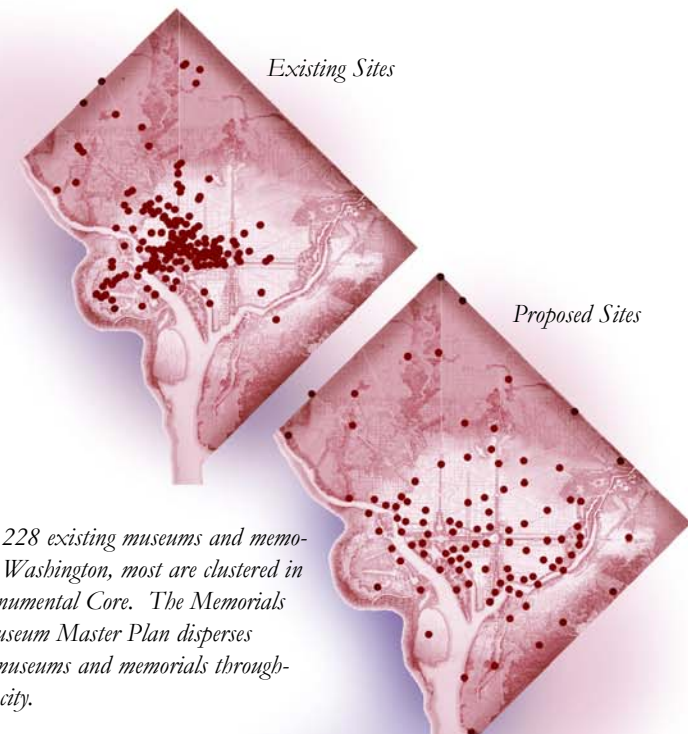
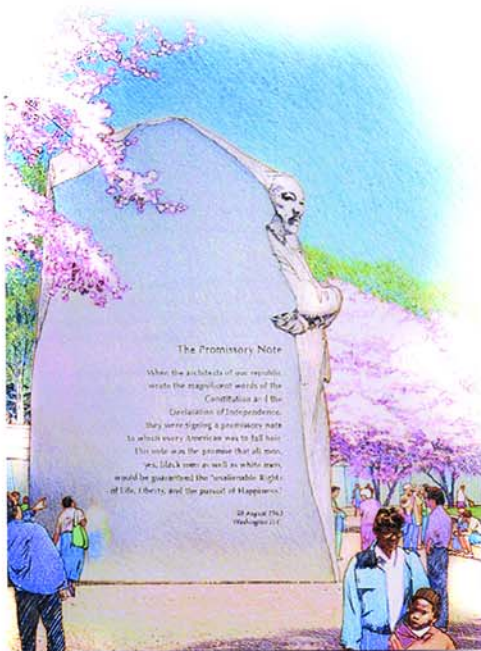


Memorials and Museums Master Plan *A New Geography of Commemoration*

One of the first *Legacy* proposals to be implemented was a detailed plan to preserve the historic open space of the National Mall from the threat of overbuilding. Working with its federal and local planning partners, NCPC established a Reserve – a no-build zone in the central cross axis of the Mall that it and the other federal review agencies agreed to protect from future construction. The new Commission policy encourages future memorials to be dispersed throughout the city beyond the traditional Monumental Core.

Using the Reserve as a centerpiece, the Commission developed a *Memorials and Museums Master Plan* to guide the development of future commemorative and cultural facilities. The plan identifies 100 new sites in Washington for memorials and museums, and evaluates the transit connections, cultural and historic resources, and potential economic spin-off of each. Sites are located on monumental corridors that are part of the original L'Enfant City, along the city's 22 miles of waterfront, and in Washington's diverse neighborhoods, parks, and scenic areas.

The plan identifies numerous new sites on public land along the Potomac and Anacostia rivers that have spectacular water views and strong visual connections to other major landmarks.



Of the 228 existing museums and memorials in Washington, most are clustered in the Monumental Core. The Memorials and Museum Master Plan disperses future museums and memorials throughout the city.



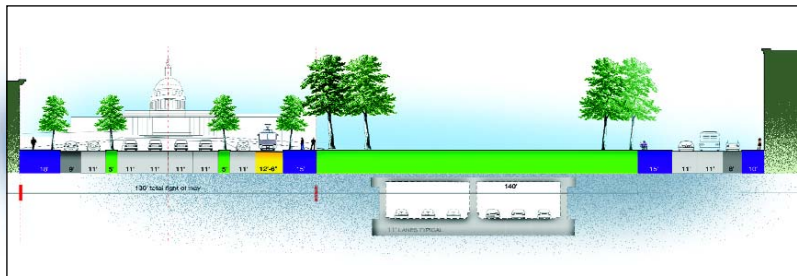
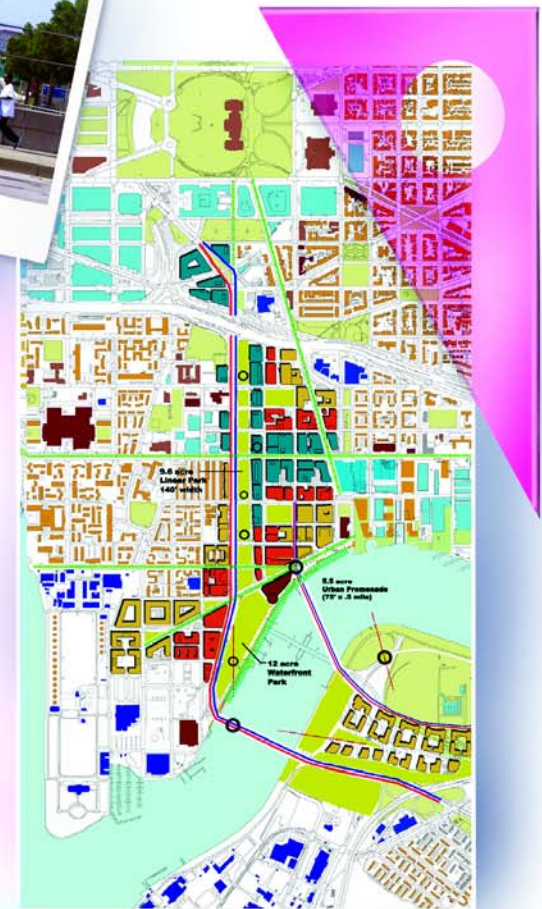


Reclaiming South Capitol Street A Great Urban Boulevard

Revitalization of South Capitol Street is one of the *Legacy* plan's most ambitious proposals. Today South Capitol Street is a blighted, one-mile stretch in a corner of the city where vacant lots testify to the area's neglect over the years. NCPC's *South Capitol Street Urban Design Study* points the way for the corridor to become an exciting new business, cultural, and residential address for the nation's capital, complete with a lively mix of shops, offices, apartments, hotels, civic attractions and open public spaces.

The South Capitol Street study proposes design scenarios that all include great civic spaces on both sides of the river, and two of the three scenarios propose a linear park along the length of the street that will connect the Mall and Capitol Hill with the waterfront. The study also calls for replacing the existing Frederick Douglass Bridge with a more beautiful and memorable gateway, and improving traffic flow to create a ceremonial approach to the Capitol Building from the Suitland Parkway.

Visions for a revitalized South Capitol Street offer urban design solutions that respect the corridor's function as an important gateway, that create a powerful connection between the U.S. Capitol Building, the Mall, and the river, and that seek to ease the heavy traffic burden in the area.





Designing for Security

Guard huts on the national mall. Sewer pipes encircling the U.S. Capitol. Temporary barriers blocking Pennsylvania Avenue. These and other security fortifications have become familiar features in the Washington landscape in recent years and since 9/11 their number has increased alarmingly. These installations communicate fear and retrenchment and undermine the basic premises of a democratic society. NCPC's *National Capital Urban Design and Security Plan* proposes solutions to seamlessly integrate building perimeter security into the historic urban fabric of the Monumental Core. The plan demonstrates that good security and good urban design can go hand in hand.

The plan is built on an urban design framework that identifies key areas and streets within Washington's historic core and recommends solutions that respond to the unique conditions and special character of each precinct. The plan offers a variety of security solutions such as hardened street furniture, low landscaped walls, and green curbside plantings that provide security without marring the beauty and design of the streets and buildings they are meant to protect.



An expanded palette of attractive street furnishings and landscape treatments can provide curbside security. Here, along Maryland Avenue, currently in a state of neglect, a double row of trees and extensive plantings in the tree beds soften the appearance of protective bollards.



Pennsylvania Avenue in front of the White House

Pennsylvania Avenue in front of the White House is one of the most historic and symbolically important places in the nation, and its closure in 1995 has significantly affected Downtown Washington. Because overriding security concerns require the continued closure of this portion of the Avenue to normal city traffic, NCPC has called for its redesign as a beautiful, landscaped civic space. The project is one of the first to be undertaken in conjunction with the Commission's National Capital Urban Design and Security Plan. The concept includes new paving materials and tree plantings, custom-designed bollards, new security booths that are compatible with the design of the historic White House fence, and a route for a planned transit system. The design creates a welcoming public space for pedestrians, provides a more dignified setting for the mansion and grounds, and respects the Avenue's historic setting.

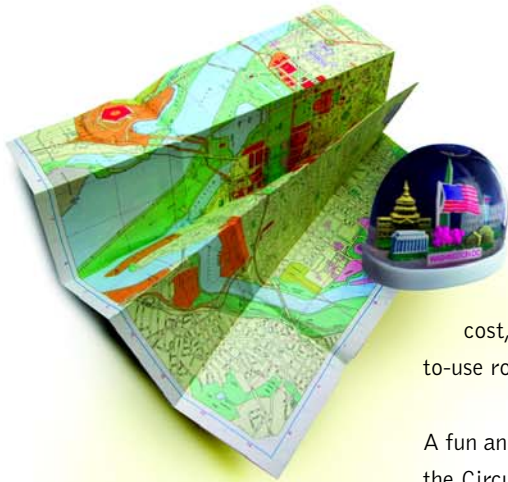
Congress has funded the design and initial implementation of this project. The current schedule calls for construction to begin in September 2003, with completion anticipated in time for the inaugural parade of 2005. The final design will not preclude reopening the street in the future should security conditions permit such action.

To help unify Lafayette Park with the White House, the design calls for a surface of stabilized granular stone, similar to that currently used at Buckingham Palace in London.



A double row of trees, new benches and lighting in front of the Eisenhower Executive Office Building will help create a welcoming pedestrian environment.

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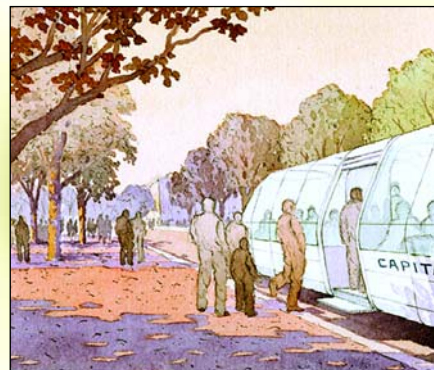
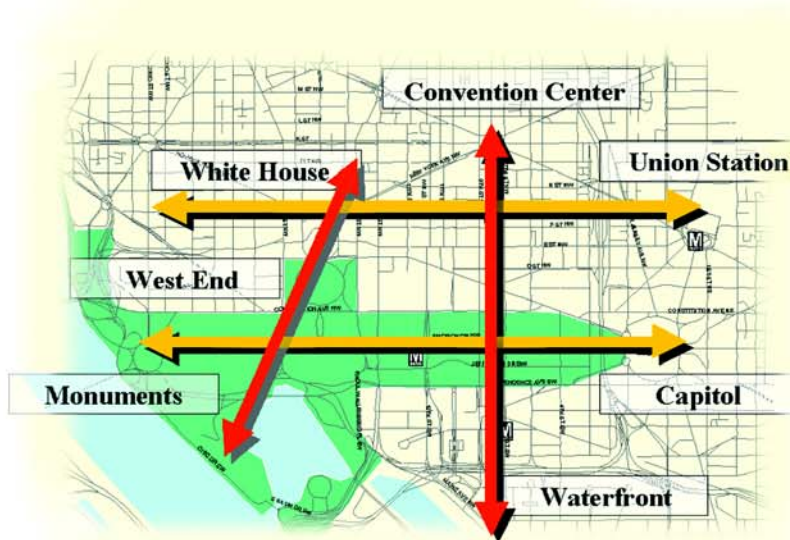


The Downtown Circulator *A New Mode of Transportation*

Washington's Metrorail and Metrobus systems do an extraordinary job transporting commuters and visitors from the suburbs into the city, but they are less successful moving them around the Monumental Core. The Downtown Circulator will fill that void. The system, now being planned, will provide a convenient, low cost, hop-on/hop-off service. The Circulator's distinctive shuttle vehicles will follow easy-to-use routes and offer frequent service, running every 5 to 15 minutes.

A fun and easy way for residents, workers, and visitors to get around Downtown Washington, the Circulator will:

- Supplement existing Metrorail and bus service
- Move tourists off the Mall and into Downtown restaurants, shops, and hotels
- Stimulate economic activity
- Reduce traffic congestion



Circulator planners are considering a variety of possible routes through the heart of the nation's capital including a Monuments Route that will shuttle visitors between Metrorail stations and memorials in the Monumental Core and a North-South Route that will connect Mall attractions with Downtown hotels, restaurants, and entertainment spots.



In addition to providing overall planning guidance for federal land and buildings in the region, the National Capital Planning Commission also reviews the design of federal construction projects, oversees long-range planning for future development, and monitors capital investment by federal agencies.



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